5. A separate out-house should be provided for the accommodation of the parties that resorted to the local Sub-Registrar's office.

6. Alleppey should be provided with a grazing ground.

7. With a view to remove the scarcity of good drinking water in the town, a system of water-supply connecting the Talavadi river through Ampalapuzha with Alleppey might be organised and worked out.

Dewan's reply.—As regards the construction and maintenance of the roads in Alleppey, the Municipality and the Government have come to an understanding. The Chungam road having been begun already, Government will complete it.

As regards the Chungam bridge, I think that it is in good condition. The Chief Engineer will attend to any repairs that may be needed. The question of having a bridge to cross the Commercial Canal at that point will be examined by the Chief Engineer.

As regards the maintenance of the *satrom* by the Municipal Council, the expenditure is a small item. An important Municipality like Alleppey should bear it.

As regards the expenditure in connection with the medical inspection of vessels, you say that the expenditure is not nominal but comes to about Rs. 600 a year. I shall enquire into the matter.

It is not possible to provide adequate grazing grounds in a sandy town like Alleppey. We can only have a few open spaces for cattle to stand on, and the owners of cattle should give them stall-feeding.

As regards water-supply, if the Municipal Council will submit a scheme, Government will consider it.

96. Requirements of Alleppey.

Mr. M. L. Janardanan Pillai (Member, Trading Classes, Alleppey) represented that the first subject he had to place before the Government was the formation of a Port Trust. Although he himself had been agitating at several past sessions of the Assembly for it, his desire still remained unrealised. He could not but feel that the Government were till now indifferent in the matter. However, he would again submit that the formation of a Port Trust was highly necessary for an important port like Alleppey and that it could not be formed and financed by the merchants of that town alone without the support of the Government, who should take the initiative and spend the money required, as the institution was calculated to benefit the whole State. He requested that the Government should take early steps for the constitution and working of the trust.

The Member also said that a boat basin to the west of the triple bridge was needed, and submitted that, although the Government had already sanctioned an estimate for that work, no further steps had been taken so far. He prayed for the sanctioned work being carried out at once, as the public were put to great hardship for want of a boat basin at Alleppey for exporting and importing cargo. The Member next urged that a river police should be organised at Alleppey. All the cargo imported into that port from foreign countries was being conveyed in *valloms* to the shore and in the course of transhipment of the cargo to *valloms* it was essential to protect them from thieves. He, therefore, requested that a river police might be established as early as possible and added that that was not the first time that a request was made in the matter.

Another disability of the merchants of Alleppey was the inadequacy of godowns near the pier for storing articles of import and export at the port and that no time should be lost in providing them. The Member also stated that, though Alleppey was one of the biggest towns in the State, the land communication in the town was extremely insufficient. There were only 3 or 4 good roads in the town which were kept and maintained properly and it was necessary to open more roads. He also added that some parts of the town to the west of the local Palace were now in an insanitary condition, and unless Government interfered in that matter, the public would be put to great trouble and loss. The Member, therefore, requested that

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instructions might be issued to the local Municipality to attend to that item of work and also depute a special officer for investigating into the condition of public health in the town.

Dewan's reply.—You accuse Government of indifference in regard to the constitution of a Port Trust at Alleppey and you say that the merchants could not be expected to take the initiative. Government have certainly no objection to do the spade work for you. I shall ask the Chief Engineer to go to Alleppey. There is the Chief Port Officer also there. The merchants should meet them and they will render all the necessary help and you may try to establish a Port Trust. An organisation like that is very necessary for an important port like Alleppey; without that it will not be possible to formulate schemes which are necessary for the improvement of the port and suggest the methods of financing them. You say that the cost of these schemes must be borne by the Government, because the benefit of the trade of Alleppey is not for that town alone, but for the whole of Travancore. That is a remark which applies to all Ports. The trade in Cochin or Madras is not for the benefit of Cochin or Madras alone. In all these places it is the whole country that contributes to the trade of the port, and yet they have separate Trusts of their own. You must have an organisation like the Port Trust, whose special business it will be to attend to matters connected with the administration and the improvement of the port.

You have next referred to certain local needs. You want a boat basin to the west of the triple bridge. I do not remember to have seen any correspondence in regard to that. The matter will be re-examined. Any estimate prepared years ago may not be of use now.

You also want an increase in the number of godowns near the pier. I think that this is a real need for Alleppey. I shall ask the Chief Engineer to see how many more godowns could be put up and at what cost.

As regards the river police, I shall address the Commissioner of Police.

In regard to roads, you say that, although the Government and the Municipal Council of Alleppey have come to an understanding regarding the transfer to the Council of some of the roads, Government should not divest itself of the duty of opening new roads. The understanding applies not only to the maintenance of existing roads but also to the construction of new roads. But even there, if the work is a very costly one, which the Municipal Council is unable to undertake, it is for the Council to formulate the necessary scheme and place it before Government and ask what contribution may be expected, and state how far the Council itself is prepared to go.

Member.—What I mean is that, in regard to roads already constructed, the Municipality will undertake to maintain them ; but the opening of new roads should be done by Government.

Dewan.—That is somewhat different from the understanding already arrived at. The understanding is that the Municipal Council should not only maintain the existing roads, but should also attend to the construction of new roads which are small and not very costly.

You have next referred to the insanitary condition of certain tracts to the west of the Alleppey Palace. I have gone to Alleppey more than once. My attention has not been drawn to these tracts. There also an idea of the cost of the improvement works would have to be given to the Government before they could say whether they could do anything in the matter.

97. The financial policy of Government towards Municipalities and especially with reference to that of Mavelikara.

Mr. P. N. Narayana Pillai (Member, Municipal Council, Mavelikara) stated that, though Mavelikara town was subject to all the taxes which obtained in the other Municipalities of the State, yet the income derived therefrom was not sufficient even for the maintenance of the office establishment under the Municipality and for lighting a few street-lamps in the town. He, therefore, requested that an increased grant might be given to the Municipality for attending to the sanitation of

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